



## REQUEST FOR QUOTE

# 2025 ASPHALT PATCHING PROGRAM

File: 2025-01P

**Closing Location:**

City of Salmon Arm  
500 - 2 Avenue NE  
PO Box 40  
Salmon Arm BC  
V1E 4N2

**OR EMAIL**

[procurement@salmonarm.ca](mailto:procurement@salmonarm.ca)

**Closing date and time:**

Quotes will be received up to:

**2:00 PM Local Time**

**Thursday, April 17, 2025**

**CITY OF SALMON ARM**

Contact Person:

**Kirk Graham**

**Supervisor Roads and Transportation**

Telephone: 250-803-4087

Email: [kgraham@salmonarm.ca](mailto:kgraham@salmonarm.ca)

**CITY OF SALMON ARM**  
**2025 ASPHALT PATCHING PROGRAM**  
**2025-01P**

**C O N T E N T S**

INVITATION TO QUOTE

GENERAL INFORMATION

Quote:

- Schedule 1 - Schedule of Prices
- Schedule 2 – Bidders Experience
- Schedule 3 - Bidders List of Equipment and Senior Personnel

AGREEMENT

INSURANCE REQUIREMENTS

SPECIFICATIONS

**REQUEST FOR QUOTE**  
**CITY OF SALMON ARM, PO BOX 40, 500 – 2 AVENUE NE**  
**SALMON ARM BC V1E 4N2**

**2025 ASPHALT PATCHING PROGRAM**  
**2025-01P**

The Owner, the City of Salmon Arm offers to receive Quotes for the project entitled “**2025 ASPHALT PATCHING PROGRAM**” in accordance with the following quote conditions:

- 1) Quotes must be submitted on the Supplementary Quote Forms provided.
- 2) **SEALED** Quotes, clearly marked, CITY OF SALMON ARM, PO BOX 40, SALMON ARM, BC V1E 4N2 “**2025 ASPHALT PATCHING PROGRAM**” will be received at the City of Salmon Arm Municipal Office, PO Box 40, 500 - 2 Avenue NE, Salmon Arm, BC, V1E 4N2 or email at [procurement@salmonarm.ca](mailto:procurement@salmonarm.ca) up to **2:00 PM Local Time, Thursday April 17, 2025**. Quotes will **not** be opened publicly.
- 3) The combined major items of works are:
  - Supply and Place of approximately **110 Tonnes** of Skin patches, Linear Patches and Full Depth patches,
  - Supply and Place of approximately **1000 m<sup>2</sup>** of Full Depth patches less than 100 m<sup>2</sup> and less than 100 tonnes, and
  - Supply and Place of approximately **100 m<sup>2</sup>** of Skin patches less than 100 m<sup>2</sup>
- 4) **This is a one (1) year contract with an option to extend annually to a maximum of three (3) years upon mutual agreement by both parties.**
- 5) Tender documents are available in PDF format on the City of Salmon Arm website.
- 6) The City of Salmon Arm reserves the right to waive informalities in or reject any or all quotes or accept the quote deemed most favourable in the interests of the City of Salmon Arm. Without limiting the generality of the forgoing, any Quote which is incomplete, obscure, irregular, has erasures or corrections in the price sheet, unit prices omitted, may be rejected. Awards shall be made on quotes that will give the greatest value based on quality, service and price. Preference shall be given to local suppliers where quality, service and price are equivalent. The City of Salmon Arm will not accept responsibility for the costs incurred by a quote for the preparation and submission of a quote or, for loss of potential profits where a quote is not awarded. The lowest or any quote will not necessarily be accepted.
- 7) All enquiries shall be directed to:

Kirk Graham, Supervisor Roads and Transportation  
Telephone: 250-803-4087  
Email: [kgraham@salmonarm.ca](mailto:kgraham@salmonarm.ca)

**CITY OF SALMON ARM  
2025 ASPHALT PATCHING PROGRAM  
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**Description of Work**

This contract covers the supply and placement of Asphalt Pavement for purposes of Skin Patching, Linear Patching and Full Depth Patching. All patch locations will be prepared by others or City in advance of asphalt placement.

1. **Contract Terms**

The contract is for a one year term, which at the sole discretion of the City, may be extended annually for up to two additional years (total of 3 year total term).

The extension process will generally include seeking revised unit prices from the Contractor at the start of the next term, submitted in the form of the Schedule of Approximate Quantities and Unit Prices. Upon Staff review, if prices are found acceptable, a contract extension request will be tabled for City Council authorization to proceed. This process will result in signing of a new one year agreement. If any revised annual quoted price for services is provided by the Contractor, but is not acceptable to the City, the City may chose not to extend the contract, and reserves the right to publicly tender the works.

Before seeking contract renewal each year, the City maintains the right to include minor changes to the terms of the contract including upgrades to insurance requirements, specifications, safety provisions or other contractual terms. The Contractor shall have the right to refuse to provide a quote for the revised terms, or negotiate mutually agreed upon terms/prices with the City. If mutually agreeable terms are not met, the City would terminate the contract extension process and reserves the right to publicly tender the works.

2. **Location**

Locations shall be throughout the City and will be identified at the time of work. The City may add or delete projects or increase or decrease quantities within any or all pay categories.

3. **Schedule & Availability**

The works under this contract will be variable and of different durations depending on the needs of the City, and development/utility related roadway impacts. A rough schedule for each year will be set up and discussed with the Contractor at the time of awarding the contract, however the schedule may be subject to change. The City agrees to continuously review and plan the patching workload to provide adequate notice to the Contractor, and agrees to attempt to group the works to provide reasonable volume of work per mobilization. The Contractor shall be available to mobilize for works within 5 working days notification, and be available upon same notice for the duration of the contract. The Contractor shall provide continual updates to the City of their working schedule for others, to allow for reasonable scheduling windows.

All works shall be completed by October 15, 2025. Contractor shall be available to the City until October 31, 2025, subject to weather.

4. **Measurement and Payment**

The basis of payment shall be in accordance with Schedule 1 – Schedule of Approximate Quantities and Unit Prices.

**Specific Location Definition:**

To determine total area and/or total tonnage for Skin Patching and Full Depth Patching, quantity shall be based on the area/volume of total works for cumulative patching areas where one mobilization is required. This shall be interpreted as all areas where mechanical placement equipment is able to travel along a roadway(s) under its own power within approximately 500 lineal metres of roadway; and work is able to occur within one traffic control setup area (static & mobile); and work is able to

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occur within one full workday. An example of a specific location application would include a number of multiple large utility cuts on a single roadway or multiple roadways surrounding a development block.

**A: Skin Patching**

Defined as asphaltic overlay normally 50mm in compacted thickness or less, over surface prepared by others, normally in smaller rectangular shapes with one or multiple spots in a specific location, and less than 100 tonnes per specific location.

*Payment Item #1 - "Skin patches less than 100m<sup>2</sup>"* will be paid **per square metre** where the total area is less than 100 square metres at a specific location.

*Payment Item #2 - "Skin patches greater than 100m<sup>2</sup> and less than 100 tonnes"* will be paid **per tonne** where the total area is greater than 100 square metres and less than 100 tonnes at a specific location.

**B: Linear Patching**

Defined as asphaltic overlay normally 50mm in compacted thickness or less, over surface prepared by others, normally at a 2.0m or up to 4.0m width along the uninterrupted travelled portion of a roadway, and greater than 50 tonnes per specific location. The intent of the linear patching item is to capture areas of upgrade along an outside wheel rut/road edge (2.0m) or upgrade of single lane (3.5-4.0m) where equipment and labour are able to progress continuously along the roadway without stopping. For reference, 50 tonne is the equivalent of a 2.0m wide linear patch at 50mm thickness over 208 lineal meters (231m at 35mm thickness).

*Payment Item #3 - "Linear patches"* will be paid **per tonne** where the total area is greater than 100 square metres and greater than 50 tonnes at a specific location.

**C: Full Depth Patching**

Defined, as asphaltic patching on a prepared base (50mm to 65mm) and (75mm to 100mm – 2 lifts), ±10mm in compacted thickness and less than 100 tonnes per site (Example locations includes driveway approaches, utility trench repairs and other miscellaneous tie-ins).

*Payment Item #4 - "Full Depth Patches" (50mm to 65m thick)* will be paid **per square metre** where the total area is less than 100 square metres and less than 100 tonnes at a specific location.

*Payment Item #5 - "Full Depth Patches" (75mm to 100mm thick - 2 lifts)* will be paid **per square metre** where the total area is less than 100 square metres and less than 100 tonnes at a specific location and the placement is completed in 2 equal lifts measuring 75 to 100mm total thickness.

*Payment Item #6 - "Full Depth Patches"* will be **per tonne** where the total area is greater than 100 square metres and less than 50 tonne at a specific location.

**D: Asphalt Tack Coat**

Payment for asphalt tack coat will be for surface area of all portions of existing pavement to be tack coated in preparation for placement of hot-mix asphalt concrete. Painting of contact surfaces of curbs, gutters, manholes, vertical surfaces of asphalt, and like structures with tack coat material is not included in this pay item. Costs for painting vertical surfaces shall be included in the unit rates for the applicable patching item.

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5. **Optional Work – Traffic Control – Measurement and Payment**

For information, historically the City has had patching works where one single patch was completed in a couple of hours or up to 10 patches occurring at multiple locations throughout the city. Each of the various patching scenarios may require different traffic control measures. For the purposes of understanding and controlling costs, traffic control has been removed from the patching unit pricing and is being priced separately as Optional Work – Traffic Control. Patching schedules will be mutually agreed upon by the City and Contractor to maximize effort.

Workzone Type & Duration Definitions:

- Half day is defined as any workzone setup installed, active, and removed within a 6 hour period.
- Full day is defined as the above setup duration over 6 hours.
- Single Setup is defined as a single workzone along a roadway, intersection, or linked roadways through intersections.
- Mobile Setup is defined as setups that occur at multiple locations within the daily timeframe.

Measurement for the workzone duration shall be mutually agreed upon by the City and Contractor.

The following may be used as guidance for interpreting the terms of the patching program.

- Half Day
  - Single Setup (achieve 1-4 larger patches in the same area)
  - Mobile Setup (achieve 1-6 smaller patches city-wide)
- Full Day
  - Single Setup (achieve up to 10 patches or linear patches in the same area)
  - Mobile Setup (achieve up to 12 smaller / 5-7 larger / combination patches city-wide)

Workzone setup shall include but not be limited to use of flaggers or AFADs, cones, barricades and signage to ensure workzone compliance with WorkSafeBC and MOTI Traffic Management Manual for Work on Roadways requirements. The typical setup for purposes of pricing for Optional Works – Traffic Control will be for a single lane alternating layout on a two-lane road, over approximately 200m span, short duration, posted speed less than 60kph, during daylight hours. All other workzone setups that involve less than (ie: emergent/brief-duration work) or extra level of effort (ie: complex intersections; driveways within workzone) will be discussed and mutually agreed upon for pricing prior to scheduling.

6. **Specifications**

All work shall be carried out in accordance with the “Specifications for Construction of Asphaltic Concrete Pavement” contained herein.

For all asphaltic concrete pavement supplied per tonne, the Contractor must supply approved scales, tested and sealed by the Department of Weights and Measures, prior to start of production. The Contractor shall pay the cost of the testing. If the City, at any time during the Contract, feels that the scales are not within the accuracy limits stipulated by the Department of Weights and Measures, any cost connected with the inspection will be borne by the Contractor. If the scales are proven to be within the accuracy limits, the City will bear the cost of the inspection charge. The City reserves the right to check and verify the weights of product delivered to the job site.

## CITY OF SALMON ARM - 2025 ASPHALT PATCHING PROGRAM

### SCHEDULE 1 SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES

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ITEM	DESCRIPTION	APPROXIMATE QUANTITY AND UNITS	UNIT PRICE	TOTAL PRICE
1	Skin Patches less than 100 m <sup>2</sup>	100 m <sup>2</sup>	\$ _____	\$ _____
2	Skin Patches greater than 100 m <sup>2</sup> and less than 100 Tonnes	10 tonnes	\$ _____	\$ _____
3	Linear Patches greater than 50 Tonnes	50 tonnes	\$ _____	\$ _____
4	Full Depth Patches less than 100 m <sup>2</sup> and less than 100 tonnes (50mm to 65mm thick)	800 m <sup>2</sup>	\$ _____	\$ _____
5	Full Depth Patches less than 100 m <sup>2</sup> and less than 100 tonnes (75 to 100mm thick – 2 lifts)	200 m <sup>2</sup>	\$ _____	\$ _____
6	Full Depth Patches greater than 100 m <sup>2</sup> and less than 50 tonnes	50 tonnes	\$ _____	\$ _____
7	Asphalt Curb	150 m	\$ _____	\$ _____
8	Asphalt Tack Coat	1500 m <sup>2</sup>	\$ _____	\$ _____

SUB-TOTAL	\$ _____
APPLICABLE TAXES	\$ _____
TOTAL AMOUNT	\$ _____

**We acknowledge the above unit rates do not include any traffic control or worksite setups to comply with WorkSafeBC. The Optional Work schedule below shall include all those costs.**

[Company]

[GST Registration Number]

\_\_\_\_\_  
[Signature]

\_\_\_\_\_  
[Witness]

Note: One [1] tonne = 1,000 Kilograms

## CITY OF SALMON ARM - 2025 ASPHALT PATCHING PROGRAM

### SCHEDULE 1

### SCHEDULE OF APPROXIMATE QUANTITIES AND UNIT PRICES

OPTIONAL WORK – TRAFFIC CONTROL				
ITEM	DESCRIPTION	UNIT	UNIT PRICE	TOTAL PRICE
A	Traffic Control (1/2 day single setup) each	5	\$	\$
B	Traffic Control (full day single setup) each	5	\$	\$
C	Traffic Control (1/2 day mobile setup) each	5	\$	\$
D	Traffic Control (full day mobile setup) each	5	\$	\$

**\*\*\*The unit prices above shall incorporate all works for the type & duration indicated to ensure WorkSafeBC compliant workzone layouts.\*\*\***

\*\*\*The above number of setups (units) are approximated for the purposes of budgeting for the agreement. The type of traffic control setup used will vary based on the work required.\*\*\*



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**SCHEDULE 2  
BIDDER'S EXPERIENCE**

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Company Name

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<b>TITLE OF CONTRACT</b>	<b>NAME OF EMPLOYER</b>	<b>DESCRIPTION OF WORK Include value</b>
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[Signature of Bidder]

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[Date]

**CITY OF SALMON ARM  
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**SCHEDULE 3  
BIDDER'S LIST OF EQUIPMENT AND SENIOR PERSONNEL**

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**EQUIPMENT**

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**PERSONNEL**

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[Signature of Bidder]

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[Date]

# AGREEMENT

THIS AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

BETWEEN:

\_\_\_\_\_  
[herein called "The Contractor"  
OF THE FIRST PART

AND:

**CITY OF SALMON ARM**  
\_\_\_\_\_  
[herein called "The Corporation"  
OF THE SECOND PART

WITNESSETH AS FOLLOWS:

1. In consideration of the covenants and agreements hereinafter contained and to be performed by the Corporation the Contractor hereby agrees with the Corporation to do the following work:
  - [a] To do the work of **2025 ASPHALT PATCHING PROGRAM** on the terms and conditions herein contained and at the prices herein specified and within the time limited, and
  - [b] To commence and actively proceed with the work within ten [10] days from the date of receiving notice from the Corporation to proceed with the work.
2. In consideration of the performance by the Contractor of all and singular the covenants and agreements herein contained and to be performed by the Contractor, the Corporation HEREBY COVENANTS AND AGREES with the Contractor that it will pay to him the sum or sums of money herein specified as payment for the fulfilment of the work.
3. IT IS UNDERSTOOD AND AGREED by and between the parties hereto that the specifications, the schedule of quantities and prices, the drawings, the quote including all schedules thereto, the general conditions of contract, and further details and instructions in explanation thereof as may from time to time be given by the Corporation, shall be read with and form part of this agreement as if embodied herein.
4. IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the Contractor, in entering into and executing this agreement, has relied on his own examination of the site, the access to the site, and on all other data, matters, and things requisite to the fulfilment of the work, and not on any representation or warranty of the Corporation.
5. IN THIS AGREEMENT, unless the context otherwise requires, "Contract" shall be construed to mean and include this agreement.
6. WHENEVER in this agreement it is stipulated that anything shall be done or be performed by either of the parties hereto, it shall be assumed that such party has thereby entered, and such party does hereby enter into a covenant with the other party to do or perform the same.

**AGREEMENT [Continued]**

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- 7. All grants, covenants, provisos and claims, rights, powers, privileges and liabilities contained in this agreement shall be read and held as made by and with and granted to and imposed upon the respective parties hereto and their respective heirs, executors, administrators, successors, and assigns, in the same manner as if the words "heirs, executors, administrators, successors, and assigns" had been inscribed in all proper and necessary places, and in the event of more than one person being the Contractor, the said grants, covenants, provisos and claims, rights, powers, privileges and liabilities shall be construed and held to be several as well as joint.
  
- 8. WHEREVER the singular or masculine is used throughout this agreement, the same shall be construed as meaning the plural or feminine or body corporate, as the context or the parties hereto so require.

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed, the day and year first above written.

SIGNED, SEALED AND DELIVERED ]  
IN THE PRESENCE OF ]  
] ]  
]

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WITNESS

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SIGNATURE  
[Contractor]

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SIGNATURE      MAYOR

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SIGNATURE      CORPORATE OFFICER

## INSURANCE REQUIREMENTS

### 1.0 GENERAL

- 1.1 The Contractor shall, at his own expense, provide and maintain in effect at all times during the performance of the Contract, Insurance Coverages, with limits not less than those set forth below, with Insurers, and under forms of policies, satisfactory to the Owner.
- 1.2 The Insurance Coverage shall not be cancelled, or materially changed or reduced, without giving at least thirty [30] days written notice, in writing, to the Owner.
- 1.3 The policies shall be endorsed to provide the Owner with not less than thirty [30] days written notice in advance of cancellation, change or amendment, restricting coverage.

### 2.0 SCHEDULE OF INSURANCE REQUIREMENTS

- 2.1 The Contractor shall ensure compliance on his part and on the part of all his Sub-Contractors with the regulations of BC Compensation Act in accordance with the legal requirements for the Province of British Columbia.
- 2.2 Contractors **Comprehensive General Liability Insurance** shall be in a format that provides the Owner, and the consulting Engineer to be named as "an additional insured", with limits of not less than five million dollars [\$5,000,000.00] inclusive per occurrence for bodily injury, death, and damage to property, including loss of use thereof.
- 2.3 The Contractor **All Risk Property Insurance** shall be in the joint name of the Contractor, the Owner insuring not less than the sum of the Contract Price and the full value, as stated in the Special Instructions, of the products that are specified to be provided by the Owner for incorporation into the work.
- 2.4 Contractors **Non-Owned Automobile Liability Insurance** shall have limits of not less than two million dollars [\$2,000,000.00] inclusive per occurrence for bodily injury, death and damage to property.
- 2.5 Contractors **Owned Automobile Liability Insurance** shall have limits of not less than two million dollars [\$2,000,000.00] inclusive per occurrence for bodily injury, death and damage to property.
- 2.6 Contractors **Equipment Insurance All Risks Insurance** shall be in a form acceptable to the Owner and shall not allow subornation claims by the Insurer against the Owner.
- 2.7 The Contractor shall pay all **Insurance Deductibles** at his own expense.

### 3.0 PROOF OF INSURANCE

- 3.1 The Insurance required by the Contractor under this Contract shall be in effect **PRIOR TO THE COMMENCEMENT OF WORK**. The Contractor shall provide the Owner with proof of insurance prior to signing the Contract Agreement.
- 3.2 Where the Contractor fails to provide or maintain insurance required hereunder or elsewhere in the Contract Documents, the Owner shall have the right to provide and maintain such insurance and give evidence of such insurance to the Contractor and the Owners Representative. The costs thereof shall be payable by the Contractor, to the Owner, on demand, or, the Owner may deduct the costs thereof from monies which are due, or may become due, to the Contractor.

# SPECIFICATIONS FOR CONSTRUCTION OF ASPHALTIC CONCRETE PAVEMENT

**A. MIX DESIGN AND REPORTING**

**1.0** Asphalt Concrete Pavement including all aggregate, asphalt cement, mineral filler and all gradations of materials shall be supplied in accordance with the following specifications. A mix design shall be provided to the City of Salmon Arm prior to placement of asphalt.

**B. SUPPLY AND PLACEMENT OF ASPHALTIC CONCRETE**

**1.0 GENERAL**

1.1. Supply of all materials shall conform to specifications as indicated in Subsection 2.0 Materials.

**2.0 MATERIALS**

2.1 Crushed Granular Aggregate for Asphaltic Concrete

Crushed granular aggregate for asphaltic concrete shall be composed of hard, durable, crushed gravel free from shale, clay, silt balls, loose coatings and other deleterious materials.

The gradation of aggregates, when blended to meet the job mix formula shall be within the limits shown in Table 1 when tested to ASTM C-136 and C-117, using the designated sieve sizes, and to have a smooth curve without sharp breaks when plotted on a semi-log grading chart.

TABLE 1  
GRADATION OF CRUSHED GRANULAR AGGREGATE FOR ASPHALTIC CONCRETE

USBC Sieve Size	Arterial, Industrial and Collector Streets	Residential, Lanes, Walkways	Skin Patches
	Percent Passing, By Weight Surface Course	Percent Passing by Weight	Percent Passing by Weight
25 mm [1"]			
19 mm [3/4"]	100		
12.5 mm [1/2"]	85 – 95	100	
9.5 mm [3/8"]	70 – 85	85 - 95	100
4.75mm [#4]	50 – 70	55 - 80	80 - 100
2.36mm [#8]	38 – 55	45 - 64	64 - 89
1.18mm [#16]	28 – 44	34 - 51	48 - 76
0.600mm [#30]	20 – 34	20 - 37	32 - 60
0.300mm [#50]	12 – 26	13 - 29	16 - 42
0.150mm [#100]	8 – 16	7 - 18	6 - 23
0.075mm [#200]	3 – 7	3 – 8	4 - 10

A minimum of 70% of the material retained on a 4.75mm sieve shall have at least two freshly fractured faces as determined by particle count.

SPECIFICATIONS FOR CONSTRUCTION OF ASPHALTIC CONCRETE PAVEMENT [continued]

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Tolerance Limits [% Passing by Weight] \*, except the aggregate gradation shall not exceed the gradation limits in Table 1 above.

Max Size to -	4.75 mm	5.0
	2.36 mm	4.0
	1.18 mm	4.0
	0.600 mm	3.0
	0.300 mm	3.0
	0.150 mm	2.0
	0.075 mm	1.5

2.2 Tack Coat

Bituminous tack coat shall be undiluted CAN/CGSB-16.2 grade SS-1H or SS-1 asphalt emulsion.

**3.0 WORKMANSHIP**

3.1 Minimum 48 hours' notice shall be given to the City of Salmon Arm by the Contractor prior to the commencement of paving works. All costs incurred by the City by contractor initiated scheduling changes with less than 48 hours notice shall be borne by the contractor.

3.2 All preparation work will be completed by City of Salmon Arm. Contractor shall be responsible for all other works.

3.3 Prime coat application to granular base course surfaces will not be required.

3.4 Tack coat shall be applied at a rate acceptable to the City of Salmon Arm but not greater than 0.5 litres per square metre to a clean pavement surface, and provide for adequate curing time prior to placing asphalt paving mixtures. The temperature of the material shall be maintained between 30°C and 40°C at the time of application.

3.5.1 The Contractor shall schedule works such that disruption of normal traffic, and inconvenience to residents, in the working area is kept to a minimum. Every effort shall be made to maintain the movement of traffic at all times, with minimum delays, and provision shall at all times be made for emergency vehicles. It shall be the responsibility of the Contractor to maintain an adequate workzone around the finished paved area. Traffic shall not be permitted on the finished pavement surface until such time as the asphalt has cooled to safely allow traffic without damage.

All traffic control shall be compliant with WorkSafeBC.

3.6 The Contractor shall remove to a City of Salmon Arm approved dumping site all surplus materials, waste asphalt, waste concrete, surplus aggregate, and any other debris, from the site, immediately upon completion of each phase of the works which generated the surplus materials or debris.

3.7 General Paving Requirements

i) Paving shall not be undertaken during snow, heavy rain, temperatures below 5 degrees C or other unsuitable conditions. Asphaltic concrete shall not be placed on a frozen, muddy or rutted base.

ii) Mixing Temperature Requirements

Mixing temperature requirements should be within ±15 degrees C of the design mix temperature designated in the accepted mix design. Plant mix outside this range at the point of discharge may be rejected at the discretion of the contract administrator.

## SPECIFICATIONS FOR CONSTRUCTION OF ASPHALTIC CONCRETE PAVEMENT [continued]

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iii) Transportation of Mix

Deliver loads continuously in covered vehicles and immediately spread and compact. Deliver and place mixes at temperature within specified range. Temperature of mix upon placement shall not be less than 125 degrees C

iv) Placing and Compacting Asphaltic Concrete

Surfaces onto which bituminous concrete pavement is placed shall be dry, above 5 degrees C and cleaned of all loose and foreign materials. Mixtures shall not normally be laid when the atmospheric temperature is less than 5 degrees C and falling. An approved self-propelled mechanical paver shall be used to spread the mixture to the specified thickness. Compaction shall commence immediately after the bearing capacity of the course is adequate to support the compaction equipment without undesirable displacement or cracking. Compaction methods shall be carried out as specified in the Asphalt Paving Manual published by the Asphalt Institute.

v) Density of Completed Asphaltic Concrete Pavement

Flaws in the pavement shall be corrected by removal of the complete area and the full lift involved. Pavement which is unsatisfactory in the opinion of the City Engineer by reason of faulty materials or methods of placement shall be repaired, removed, replaced or otherwise corrected.

vi) Tie-Ins to Existing Pavement

Tie-ins to existing pavement shall be made by cutting back the existing pavement to sound material as necessary to produce a neat, vertical face with a straight edge. Prior to placing asphaltic concrete, exposed faces and other abutting structures shall be painted with liquid asphalt and heated to 66 degrees C by the Contractor.

vii) Restoration of Improvements

Driveways, retaining walls, vegetation and other private or municipal improvements on private or municipal property or highways damaged by the Contractor shall be restored at minimum to the condition existing prior to construction and to the satisfaction of the City Engineer.